

In the Claims:

Please add new Claims 13 and 14 and amend Claims 1, 2-6 and 8-11 as indicated below. The status of all pending claims is as follows:

1. (Currently Amended) A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and at least a second circular arc connected thereto on the vehicle outer side thereof, wherein the circular arc located closer to the vehicle outer side has a smaller curvature radius and is positioned more inwardly away from the tread surface, and wherein the ratio d/D of the depth d , from ~~the tread~~ a tread surface, of an intersection of the circular arc located closest to the vehicle outer side with a vehicle outer sidewall surface of the ~~at least~~ second land portion to the groove depth D of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

2. (Currently Amended) A pneumatic tire according to claim 1, wherein the ratio d/W of the depth d to the groove width ~~w~~ W of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

3. (Currently Amended) A pneumatic tire according to claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion consists of the first circular arc and the second circular arc, and wherein the ratio $R1/R2$ of the curvature radius $R1$ of the first circular arc to the curvature radius $R2$ of the second circular arc is 2 to 10.

4. (Currently Amended) A pneumatic tire according to claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion consists of the first circular arc, the second circular arc and a third circular arc connected to the second circular arc, and wherein the ratio $R1/R2$ and the ratio of $R2/R3$ are 2 to 10, respectively, where $R1$ is the curvature radius of the first circular arc, $R2$ is the curvature radius of the second circular arc and $R3$ is the curvature radius of the third circular arc.

5. (Currently Amended) A pneumatic tire according to ~~any one of claims~~ claim 1 or 2, wherein the ground contact surface of the ~~at least~~ second land portion has an inner circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

6. (Currently Amended) A pneumatic tire according to claim 5, wherein the ratio d'/D' of the depth d' of an intersection of the inner circular arc with a vehicle inner sidewall surface of the ~~at least~~ second land portion to the groove depth D' of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

7. (Previously Presented) A pneumatic tire according to claim 6, wherein the ratio $R1/R2'$ of the curvature radius $R1$ of the first circular arc to the curvature radius $R2'$ of the inner circular arc is 2 to 10.

8. (Currently Amended) A pneumatic tire having a tread surface having a plurality of main grooves extending straight in a circumferential direction of the tire, land portions extending in the tire circumferential direction being defined by the plurality of main grooves, the land portions each having a ground contact surface comprising a first circular arc having a single curvature radius in tire meridian cross section,

wherein the ground contact surface of at least the land portion which is located second when counted from the outer side of a vehicle when the tire is mounted thereon, is arranged so as to have the first circular arc and a curved line connected thereto on the vehicle outer side thereof, wherein the curved line is formed so as to extend more inwardly away from ~~the tread~~ a tread surface toward the vehicle outer side, and wherein the ratio d/D of the depth d , from the tread surface, of an intersection of the curved line with a

vehicle outer sidewall surface of the at least second land portion to the groove depth D of the main groove facing to the vehicle outer sidewall surface is 0.02 to 0.1.

9. (Currently) A pneumatic tire according to claim 8, wherein the ratio d/W of the depth d to the groove width \underline{W} of the main groove facing to the vehicle outer sidewall surface is 0.01 to 0.15.

10. (Currently Amended) A pneumatic tire according to claim 8 or 9, wherein the ground contact surface of the ~~at least~~ second land portion has an inner circular arc connected to the first circular arc on the vehicle inner side thereof, the inner circular arc having a curvature radius smaller than that of the first circular arc.

11. (Currently Amended) A pneumatic tire according to claim 10, wherein the ratio d'/D' of the depth d' of an intersection of the inner circular arc with a vehicle inner sidewall surface of the ~~at least~~ second land portion to the groove depth D' of the main groove facing to the vehicle inner sidewall surface is 0.01 to 0.1.

12. (Previously Presented) A pneumatic tire according to claim 11, wherein the ratio $R1/R2'$ of the curvature radius $R1$ of the first circular arc to the curvature radius $R2'$ of the inner circular arc is 2 to 10.

13. (New) A pneumatic tire according to claim 1, wherein:

the plurality of main grooves includes three main grooves, defined as a center main groove, a left main groove and a right main groove;

the three main grooves are separated by land portions, and a land portion is formed in a shoulder region of each of the left main groove and the right main groove; and

the second land portion is adjacent to the land portion of the shoulder region located on the outer side when the tire is mounted on a vehicle.

14. (New) A pneumatic tire according to claim 8, wherein:

the plurality of main grooves includes three main grooves, defined as a center main groove, a left main groove and a right main groove;

the three main grooves are separated by land portions, and a land portion is formed in a shoulder region of each of the left main groove and the right main groove; and

the second land portion is adjacent to the land portion of the shoulder region located on the outer side when the tire is mounted on a vehicle.